GEOGRAPHIC NEWS BULLETINS

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A "SUNBONNET SUE" OF INDO-CHINA

Securely anchored, both port and starboard, this spreading headgear of palm leaf and bamboo may serve as protection either from the sun or the rain. The men of Indo-China wear broad cone-shaped hats in the field, and close-fitting black turbans indoors (See Bulletin No. 2).

HOW TEACHERS MAY OBTAIN THE BULLETINS

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Theodore Roosevelt Island, a Potomac "Jungleland"

THE late President Theodore Roosevelt, sportsman, explorer and lover of the great outdoors, would have been delighted with the wooded island in the Potomac River that has been selected as the site of a memorial in his honor.

In December, President Hoover, on behalf of the nation, accepted the gift of Analostan Island, a 90-acre tract within the District of Columbia, from the Roosevelt Memorial Association. Hereafter the island will be known as Theodore Roosevelt Island.

Least-Known Part of District of Columbia

Although it lies within a few hundred yards of the Lincoln Memorial and the Georgetown section of Washington, Roosevelt Island is the least-known and the least-visited part of the District of Columbia. But its silvan wilderness of giant trees, wild flowers and abundant bird life make it an appropriate addition to the growing system of parks and handsome memorials of the National Capital.

The island was not always as neglected as it has been during the last ten or fifteen years. During colonial days much of it was cleared and beautifully landscaped as the estate, in turn, of several men of importance, chief of whom was John Mason, son of the author of the Bill of Rights. Here he erected a stone and brick mansion, now in ruins, and lavishly entertained the famous men of his day, including Washington, Jefferson, Lafayette and Louis Philippe, later King of France. The island was first known as My Lord's Island, and successively as Barbadoes, Mason's Island, and Analostan Island. It is one of the largest islands in the Potomac.

During the period between the end of the Civil War and the early part of the twentieth century, Analostan Island was a favorite horse-racing and picnic resort of the people of Washington. Here were held tilting tournaments, in which daring horseback riders tried to spear a tiny ring. (See GEOGRAPHIC NEWS BULLETINS, week of December 19, 1932.)

The Columbia Athletic Association also used the island as its field headquarters, and the remains of old racing ovals and bicycle tracks can be traced among the dense underbrush to-day.

Island Is Roughly Pear-Shaped

The island itself is roughly pear-shaped, about three-quarters of a mile long and a little over a quarter of a mile wide, with the larger, blunt end upstream. Although it is closer to the Virginia shore than to the city of Washington, it is entirely within the District of Columbia, the boundary between the two jurisdictions being the high-water mark on the Virginia side of the Potomac.

At one time the island was linked with the Virginia shore by a causeway, but to-day the only approach to it is by small boats. There are no houses on it except the small shack of a watchman employed by a gas company, from which it was purchased by the Roosevelt Memorial Association.

Roosevelt Island is particularly adapted as a park memorial, not only because it possesses so many different varieties of trees, flowers, shrubs and bird life, but also because it has an amazingly diversified terrain. Along the center of the island

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BLESSING THE WHEAT FIELDS OF HEVES, HUNGARY

In early summer, when the grain is still green, the devout peasantry of this rich wheat-raising section follow their priests to the fields. Old and young alike kneel in silence while the priests implore divine blessing and ask for a bountiful crop. Hungary is one of the chief wheat-growing countries of Europe, and produces large crops of first quality hard wheat (See Bulletin No. 3).

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Exotic Hué, Astride Indo-China's River of Perfumes

EMPEROR BAO DAI (Greatness Sustained) is again in Annam, one of the units of French Indo-China. He succeeded to the Annamite throne seven years ago at the death of his father, but he has since been completing his education in Paris. Now a modern young man of 19, he has resumed control over his 5,500,000 people.

Hué, capital of Annam, began its modern days in 1803, when Emperor Gia-Long gained full control over Tonkin and Annam and established the present Nguyên dynasty.

Yellow Roofs in "Purple Forbidden City"

The city rises on either bank of the "River of Perfumes," a few miles inland from the sea. The Annamite quarter of the city, with its walled citadel, is on the left side of the river and the Residency and French section directly opposite.

In an inclosure within the old crenelated walls are the imperial palaces, throne rooms, and reception halls where the youthful emperor will live and meet his mandarins and outside officials.

Imperial golden yellow roofs flash in the sunlight above this "Purple Forbidden City." The buildings are all of Chinese architectural design, decorated in rich red and gold lacquer, and reflect the long influence that China had over the country. It is almost like wandering in an exotic land of make-believe, if one gets permission to enter the colorful gateways.

In one section of the Emperor's "Forbidden City" are altars to Bao Dai's departed forefathers, where incense is burned before their memorial tablets. Also, in the courtyard, where sprawling frangipani and pink cassia trees flower in profusion, stand nine great dynastic urns, weighing over two tons each, which symbolize the power and stability of the throne of the Nguyên.

Because of the long overlordship of China, which extended almost continually from the second to the fifteenth centuries and exacted tribute from Bao Dai's ancestors even during the Manchu rule in Peiping (Peking), Annamite rulers were governed in their actions by the Chinese Book of Rites. They also surrounded themselves with civil and military mandarins in imitation of China's court.

Most Elaborate Buildings Are Tombs

Just outside of Hué toward the east is a great man-made mound of earth; this hillock is supposed to act as a screen to prevent evil spirits from entering the city. And not far distant is Hué's "City of the Dead," where, in the midst of wide-spreading gardens, are the tombs of the emperors of Hué. Here are buildings to the dead which are more elaborate than many of those to the living.

Some of the emperors spent many years of their reigns supervising the construction of tombs which they were to occupy after death.

The young ruler who now takes up the active direction of Annam has announced his intention to modernize the government, making revisions in the mandarin system, the courts, and the country's educational program. Already he has cancelled the requirement that all princes and mandarins prostrate themselves before their ruler, and the courtiers are now permitted to stand and bow at the waist. So far, however, there has been no move toward replacing with modern uniforms the splendid old brocaded robes and high boots, which cause all ceremonial occasions to be reminiscent of one-time Ming officialdom.

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a backbone of native rock reaches a height of 50 feet above the river. Near the southern end of the island this backbone splits into two divisions, and between them meanders a little marshy stream fed by springs.

The ruin of the old Mason mansion, with its slave quarters, well-house, stables, and other outbuildings, stands on high ground near the head of this valley. Its broken arches and crumbling walls are mantled with evergreen ivy, brought from England when the place shared honors with Mount Vernon and Gunston Hall as one of the finest of colonial estates.

A Link in a Chain of Parks

A short distance downstream from Roosevelt Island lies Columbia Island, recently enlarged and connected with both the Virginia and the Washington shores by the Arlington Memorial Bridge, and with Alexandria and Mount Vernon by the Mount Vernon Memorial Highway. Roosevelt Island is another link in the chain of park land which borders both sides of the Potomac, except for short breaks, from Mount Vernon to the Francis Scott Key Memorial Bridge at Georgetown. It is planned, eventually, to have the Potomac completely parked between Fort Humphreys and the Great Falls of the Potomac.

Note: For an aërial view of Analostan Island see "Washington Through the Years," *National Geographic Magazine*, November, 1931. See also "Travels of George Washington," January, 1932; "Approaching Washington by Tidewater Potomac," March, 1930; and "The Great Falls of the Potomac," March, 1928.

Bulletin No. 1, January 2, 1933.

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"MAN OVERBOARD!"

During the summer months the Potomac River in the vicinity of Washington is alive with canoes and pleasure seekers. Here two "knights of the padded pole" are tilting with canoes as steeds, and bathing suits as armor. Through the arch of the Francis Scott Key Bridge can be seen the wooded shores of Theodore Roosevelt Island, which has been added to the park system of the District of Columbia as a memorial to the late President and "Rough Rider."

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Wheat, King of Cereals, and the Australian Grain Race

MORE than a hundred vessels, including many sailing ships, have been chartered for the annual Australian grain race, which begins this month. A record harvest of wheat and the small margin of profit possible in world markets add zest to this year's 16,000-mile competition around Cape Horn to England.

The recent downhill glide of wheat prices throughout the world has kept this most necessary of cereals constantly in the economic and political spotlight.

Birthplace of Wheat Is Unknown

How long wheat has been an economic problem, no one knows. Botanists traced the origin of the "Irish" potato to Peru, the Brazilian coffee bean to the hills of Ethiopia, and spinach to the Near East, but they have been baffled as to the native home of wheat.

The first wheat fields known in history were those of China about 2,700 years before the Christian era. Small quantities of the grain strewn about Egyptian tombs indicate that wheat was known also to the ancient Egyptians. It probably grew in the Nile Valley at least 3,000 years ago. Perhaps the first blade of wheat sprouted somewhere in Mesopotamia.

To-day wheat grows on every inhabited continent and the harvest is more than 4,500,000,000 bushels annually. Every country in Europe is a wheat producer, with Russia, France, and Italy the leaders. In Asia, China and India vie for first-place honors. Siberia has vast acreage in wheat, while in Manchoukuo (Manchuria) soy beans, grain sorghums, and wheat are the principal agricultural crops. Contrary to popular belief, Chinese living outside of the southern China rice region eat more wheat than rice.

The wheat bin of Australia is in the southeastern part of the continent with most of the fields at the backdoors of Melbourne and Adelaide; but there also are many wheat fields scattered about the southwest.

In Africa, the grain thrives in the Nile Valley and has been grown for many centuries along the Mediterranean coast from the northwest shoulder of Africa to Tripoli. In recent years South Africa has contributed to the production in this continent.

Wheat is a temperate-zone product, but the Spaniards took the grain to Mexico in the sixteenth century and it has grown there in tropical America ever since. There also are wheat fields on the Andean plateaus in Colombia and Ecuador almost astride the Equator. In high altitudes, however, the climate of the Temperate Zone exists.

The great wheat belt of South America consists of northern Argentina and southern Uruguay and a region along the coast of Chile. In North America the grain is one of the leading products of the plains States and south central Canada.

Kansas is the "Wheat State" of the United States, but wheat will grow in all of the States. Only 42 States reported to the Department of Agriculture that they grew wheat in 1931. Louisiana, Mississippi, New Hampshire, Rhode Island, Connecticut and Massachusetts did not report production. Maine contributed the smallest quantity to the United States 1931 wheat bin—21,000 bushels. Kansas, as usual, led the list with more than 239,000,000 bushels. Oklahoma was next with about 75,000,000 bushels, while Nebraska and Texas followed in order. Altogether, the 42 States harvested about 892,000,000 bushels, or about one-fifth of the world production. The United States is the largest producer of wheat. If all the wheat fields of the United States were drawn together into one plot, they would cover the States of Pennsylvania and Ohio, leaving no room for cities, railroads, highways, or even for telegraph poles.

Most Countries Need All They Grow

Most countries consume all the wheat they grow, and many, whose people are fond of white bread and macaroni, import wheat and flour. The United States, Canada, Argentina, Australia, India, Rumania, and Russia normally are the exporting countries, but India's wheat exports have steadily declined; and, since the World War, Rumania and Russia have not been as active in the wheat market as in pre-war times, leaving the "big four"—the United States, Canada, Australia, and Argentina—the main exporters. These countries export more than 800,000,000 bushels of wheat annually.

Because wheat is ripening in some part of the world at nearly all times of the year, and is not readily perishable, there probably is not a day when wheat is not flowing in large quantities in world commerce. Canada is the largest wheat exporter; the United States and Argentina vie for second place, with Argentina holding a slight edge, and Australia following.

While wheat is extensively cultivated in England, the United Kingdom is the largest importer of wheat. It is the best customer of the United States. In 1930 it took more than 23,000,000 bushels of our wheat. The Netherlands, Japan, France, and Belgium also are

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Rice is Annam's chief product; two crops can be grown annually because the country, owing to its location on the seacoast, gets rain in both monsoon seasons.

Note: See also "Flying the World," *National Geographic Magazine*, June, 1932; "Along the Old Mandarin Road of Indo-China," August, 1931; "Four Faces of Siva," and "By Seaplane to Six Continents," September, 1928.

Bulletin No. 2, January 2, 1933.

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Requests continue for information regarding geographic illustrations for use in the teaching of elementary geography classes.

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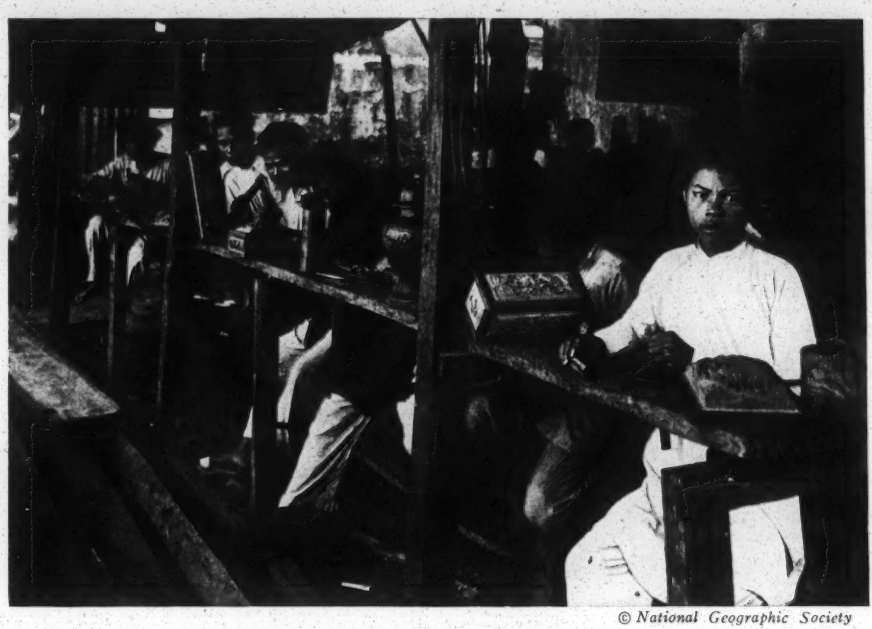

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INDO-CHINA IS A LAND OF MASTER CRAFTSMEN

With the crudest of tools in an open shed these woodcarvers of Dong Hoi, Annam, produce exquisitely decorated boxes, vases, trays, and panels which embody many delicate designs.

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"Old Ironsides" Calls at Guantánamo, a Bit of U. S. A. in Cuba

"OLD IRONSIDES," or, to use its official name, the U. S. S. *Constitution,* called at Guantánamo Naval Station recently en route from Washington, D. C., to the Pacific Coast. The ship that was once a Navy will see several of the largest and busiest American naval stations in the Canal Zone and on the Pacific Coast before it reaches Seattle, in June.

At each of its stops the historic ship will be open to visitors. During the Bicentennial Celebration last year, thousands of school children explored the sturdy square-rigged craft, one of the last of its kind, while it was tied up at the Washington Navy Yard.

Guantánamo Not a Tourist Stop

Guantánamo Naval Station does not often come into the news headlines of the day. Not strongly fortified enough to be a second Gibraltar, it is, nevertheless, Uncle Sam's sentry of the Caribbean, situated on one of the largest and finest harbors in the West Indies.

Despite its location near the far eastern tip of Cuba, at the crossroads of the main routes to the Gulf of Mexico and the Spanish Main, Guantánamo is virtually unknown except to the blue jackets and officers of the Scouting Fleet, who assemble there each winter during target practice maneuvers. No tourist cruises include Guantánamo Bay because the Naval Station cannot be visited by civilians without permission, and the other two towns on the bay, Caimanera and Boquerón, offer no tourist sights. It is a closed port for foreign men-of-war. Foreign merchant ships may enter only through arrangement with the U. S. naval authorities.

Guantánamo Naval Station is not an American colony. It is a patch of United States territory, owned by the Republic of Cuba, on a desolate, sandy peninsula, and an adjoining piece of bay—an area about half the size of the District of Columbia—which is rented from Cuba for $2,000 annually, or less than the average rent for a Park Avenue, New York, apartment.

Guantánamo Naval Station is entirely under the jurisdiction of the Navy Department, and the only dwellings and other facilities of the station are connected with the activities of the fleet.

Has a Disappointing Appearance

From the decks of the warship that brings the American Jack Tar for his first visit to Guantánamo, the Naval Station is a disappointing place. White frame cottages on the coral cliffs along the waterfront are backed by cactus-clad, brown-green hills. In the foreground a few docks and corrugated iron buildings reach a short distance into the blue waters of the bay. Big oil tanks, the most conspicuous features of the landscape, send down from the sides of the hills innumerable, winding red and black pipes that look like the arms of an octopus through the shimmering heat waves of glaring white coral roads and gray iron roofs.

Guantánamo has a magnificent harbor, 4 miles wide and 10 miles long. Here is water deep enough, sheltered by the hills from hurricanes, for the entire United States Fleet. In winter the climate is delightful. Fishing is a favorite sport. Now and then the fin of a shark can be seen. Pelicans drift overhead with their air of aldermanic dignity, and fishhawks and man-o'-war birds are forever circling against a sky of almost incandescent blue.

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good customers of the American wheat grower. American wheat is consumed at the dining tables of Malta and Cyprus in the Mediterranean as well as in Kansas City.

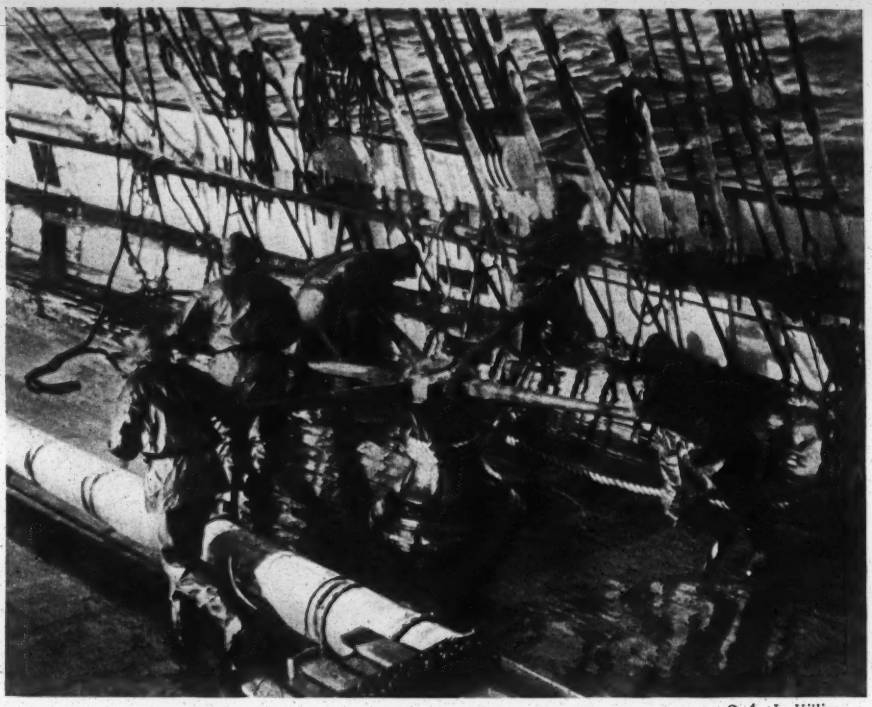
More wheat is consumed in the United States than in any other country of the world. More than 600,000,000 bushels are required for our baked goods, macaroni, breakfast cereals, and animal feed. There are a number of modern bakeries in America, equipped with costly machinery, that produce more than 75,000 loaves of bread daily. Wheat bread is the chief product of the modern bakery; rye bread is next, while soda biscuits, rolls, cakes and sweet biscuits follow in order.

Manufacturers of wheat products in the United States use more than 50,000,000 barrels of wheat flour annually. About 35,000,000 barrels go into wheat bread, 5,000,000 into soda biscuits, and 2,500,000 barrels each into the manufacture of rolls and cakes.

Note: Students preparing project papers or classroom exhibits will find helpful references and photographs of wheat-raising countries and of transportation methods in: "The Cape Horn Grain-Ship Race," *National Geographic Magazine,* January, 1933; "Ontario, Next Door," August, 1932; "Colorado, the Barrier That Became a Goal," July, 1932; "Hungary, a Kingdom without a King," June, 1932; "Ohio, the Gateway State," May, 1932; "How Half the World Works," April, 1932; "Under the South African Union," April, 1931; "Rounding the Horn in a Windjammer," February, 1931; "Skypaths through Latin America," January, 1931; "Armistice Day and the American Battle Fields," November, 1929; "Santa Fe Trail, Path to Empire," August, 1929; "Buenos Aires to Washington by Horse," February, 1929; "Trailing History down the Big Muddy," July, 1928; "So Big Texas," June, 1928; "Pathfinder of the East," (Vasco da Gama), November, 1927; "Across the Midi in a Canoe," (France), August, 1927; "Farmers Since the Days of Noah," (China), April, 1927; "Russia of the Hour," November, 1926; "Canada from the Air," October, 1926; "The Land of Egypt," March, 1926; "A Caravan Journey through Abyssinia," (Ethiopia), June, 1925; "Lonely Australia, the Unique Continent," December, 1916; and "How the World Is Fed," January, 1916.

The route of the grain ships from Australia and the trade channels through the Great Lakes to the markets of Europe can be traced on the new Map of the World, issued as a supplement to the December, 1932, *National Geographic Magazine.*

Bulletin No. 3, January 2, 1933.



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HOISTING A HEAVY SAIL ON AN AUSTRALIAN GRAIN SHIP

No ship ever rounded the Horn with dry decks. Slipping and straining, five seamen wind a thick halyard on a capstan to lift a main-topsail yard during a heavy blow. This month a record number of steam and sailing ships will clear Australian ports for the grain markets of the world, their holds full of wheat.

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Greenland's East Coast Claimed by Norway and Denmark

ONE of the questions awaiting settlement before the International Tribunal at The Hague ('s Gravenhage) this year is the ownership of two segments of Greenland's east coast, claimed by both Norway and Denmark.

Although Denmark considers all of Greenland her domain, Norway last year entered a claim to those parts of the east coast which lie between 71 degrees 30 minutes north and 75 degrees 40 minutes north and a strip further south, extending from Lindenows Fjord to 63 degrees 40 minutes north. Both regions are marked by deep-cut inlets, high rocky islands, and huge glaciers which crowd down almost to the water's edge.

No One Lives There Throughout the Year

Although the upper section of the east coast in dispute is not far north of northern Norway, its climate is subject to all the extremes of remote Arctic regions because the polar currents carry ice masses from the Greenland Sea off Spitsbergen in a slow and steady procession along its ragged, shallow coastal banks. This ice barrier forms an impenetrable wall to ships during at least ten out of the twelve months of the year.

If Norway succeeds in its claim, no new subjects will swell its population figures, for these parts of Greenland are uninhabited, even by Eskimos. Capt. Robert A. Bartlett, Arctic explorer, who visited the northern region in 1929 under the auspices of the Heye Foundation, found the remains of a once flourishing village of Eskimos on Shannon Island, at the extreme upper end of Norway's claims, but the population disappeared during the last century.

This Pompeii of the frozen North has thirty-eight ruins of stone houses in reasonably good condition, and in them were found sewing implements of women, the toys of children, and household and hunting utensils, left as if their owners had walked out of the dwellings for only a brief absence.

The settlement on Shannon Island was first visited by Europeans in 1823. When the next recorded visit was made in 1870 the village had been mysteriously deserted. Only a few parties of white men have been to the island since 1870. Captain Bartlett said that this part of the coast is usually fenced off by a barrier of heavy ice 150 miles wide, and that sometimes, even in summer, ships cannot get through to the coast. An easy passage to the shore can be found, he said, not more than once in fifty years.

Teems with Birds and Game

Both regions teem with wild life and game. On Shannon Island and on the mainland the Bartlett party found myriads of birds— Barnacle Geese, Gray Geese, other waterfowl and numerous song birds from Europe. Musk oxen, Arctic hares, foxes, and polar bears wander along the narrow gravel beaches and rocky valleys leading up to the great Greenland Ice Gap.

In midsummer the thermometer has been known to reach 100 degrees Fahrenheit, and the ground becomes so warm that musk oxen hunt patches of snow in which to sleep. These respites from biting cold cannot be enjoyed, however, for the swarms of large mosquitoes "that bite like dogs," Captain Bartlett reports.

Angmagsalik, the only permanent settlement of the Greenland east coast, lies well below the Arctic Circle, between the two Norwegian claims. Angmagsalik's population consists of several hundred Eskimos and a mere handful of Danes—

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Ashore the Naval Station reveals a number of surprisingly pretty palm-shaded walks and roads, while the officers' quarters of the resident detail are overgrown with vines, flowers, and tropical vegetation. There are hospitals and club houses and canteens, used mostly when the fleet is anchored in the bay. On the flat land ten baseball diamonds have been laid out for the use of the fleet, and, in addition, the ship-weary sailor can find tennis and handball courts, bridle paths and an outdoor moving picture theater. Here, too, is one of the largest Navy rifle ranges.

Water Brought in Boats!

Caimanera, across the bay, is a motley collection of shabby frame houses, some of them built on piles over the water. It is the terminus of the railway line from the Cuban city of Guantánamo and other parts of central and eastern Cuba. Down this line drinking water is brought in tank cars, unloaded into tank boats, and brought across the bay to the Naval Station, because the reservation has nothing but uncertain cisterns, which are speedily exhausted in the dry season.

When, in 1741, Guantánamo was a British base of operations against the Spaniards in near-by Santiago, one of the American colonials on the staff of Admiral Vernon, the British commander, was Lawrence Washington, brother of the first President of the United States. Lawrence Washington later named his fine home along the Potomac "Mt. Vernon," in honor of his old commander, and the name remained after the place became the property of George Washington.

Note: Students following the voyage of "Old Ironsides" to the Pacific coast will find the following articles helpful: "Across the Equator with the American Navy," (Guantánamo and the Canal Zone), *National Geographic Magazine*, June, 1921; "Out in San Francisco," April, 1932; "California, Our Lady of Flowers," June, 1929.

An article describing ports in the State of Washington will appear in the *National Geographic Magazine*, February, 1933. For a thrilling description of modern square-rigged sailing ships see: "The Cape Horn Grain-Ship Race," January, 1933.

Bulletin No. 4, January 2, 1933.

© *Official Photograph, U. S. Navy*

A WELCOME BREAK IN SEA DUTY: SHORE LEAVE AT GUANTÁNAMO

On a hilly peninsula that encloses the largest harbor in Cuba the United States has leased a plot of ground which is used as headquarters for the Atlantic or Scouting Fleet during winter maneuvers. Here are baseball diamonds, tennis courts, boxing rings, hospitals, a movie theater and other facilities for the use of the Fleet. Guantánamo is strategically situated on the channel between Cuba and the Island of Haiti, and its harbor is big enough to shelter the entire Navy of the United States.

trader, missionary, doctor, and a few minor officials. In the summer a considerable volume of water flows down from glacial rivers centering at Angmagsalik, which tends to make an opening in the drifting ice offshore. Then ships may push through with supplies and mail from the outside world.

Note: For photographs of the wild life and natives of Greenland see also: "First Natural Color Photographs from the Arctic," *National Geographic Magazine*, March, 1926; "The MacMillan Arctic Expedition Returns," November, 1925; "The 'Bowdoin' in North Greenland," June, 1925.

The new Map of the World, published by the National Geographic Society, indicates the two sections of Greenland's east coast claimed by Norway. This map was sent to members with the December, 1932, issue of The Magazine. Additional copies may be obtained by addressing the National Geographic Society, Washington, D. C., and enclosing 50 cents for each map.

Bulletin No. 5, January 2, 1933.

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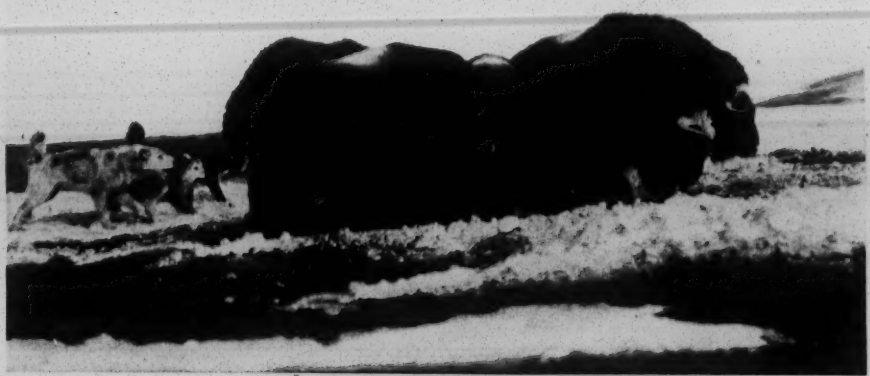

© *Photograph by Donald B. MacMillan*

MUSK OXEN AT BAY FORM A PROTECTIVE CIRCLE

These huge beasts roam along both the east and the west coasts of Greenland. Their meat has saved the lives of many Arctic explorers. Kept in good condition throughout the winter, the meat of the musk ox has been compared to beef and sometimes to mutton. Note the little calf huddled between its elders. The sharp horns of the musk ox can kill a dog or a man, and the animals are ferocious fighters when cornered.

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